and is proposed to be covered with cast-iron galvanised plates.

The Prince and his party next inspected the lobby, which is even in a more forward state than the house itself, the whole of it being embellished with carvings in stone of the richest description, and it will be finished without plaster or cement of any kind being used.

The central hall was the next object of attraction. This hall intervenes between the two Houses of Parliament, and will be made the ventilator for the entire building, by means of a tower, 300 feet in height, which will be above the ascent of smoke, and consequently will furnish fresh and pure air throughout the entire erection.

The party proceeded from the central hall to the front building, intended for the parliamentary libraries and committee-rooms, the public halls of which were minutely inspected. In one of the halls a considerable preparation had been made for the reception of works of art, the walls being lined with stone filled with niches and ready to receive statues.

The Prince and his party did not visit the other parts of the building, including the House of Commons, clock-tower, &c.; but it was explained to his Royal Highness that this portion of the works was also in a state of great forwardness, and most parts were from 18 to 20 feet high. It was also stated that there were 700 men constantly at work.

His Royal Highness and the other commissioners subsequently visited the model-rooms, which are under the direction of Messrs. Thomas and Dighton. After inspecting models of the interior of the House of Lords, they proceeded to Mr. Barry's offices, where the details and drawings were laid before the Prince, and explained by the architect.

WESTMINSTER LITERARY AND SCIENTIFIC INSTITUTION.

On the 18th inst., being the seventh anniversary of the establishment of the institution, a very numerous and respectable company assembled in the new lecture theatre, Great Smith-street, Westminster, to hear the customary address. It was read by the secretary, and dwelt upon the gratifying fact of the great increase of the members, and the general prosperity of the society. The library, it appears, now contains 4,000 volumes on subjects of science and of general literature. This address, which chiefly consisted of general reflections on the usefulness of the establishment of literary and scientific institutions, being concluded, a lecture, illustrating the usual method of obtaining artificial light, was delivered by Dr. Ryan. In a lucid and interesting manner the lecturer drew attention to the nature of the compound by which light is produced, which is one and the same in all instances, being nothing else than the union of carbon with hydrogen gas. He then explained the conditions necessary to form the combustion, and in the course of this portion of his lecture referred to and clearly illustrated the different kinds of light now in use, and compared them one with another as regards their distinctions and relative advantages. In this way the Argand principle, the Drummond, the Bude, the Boccius lights, and Farraday's beautiful and useful apparatus for the descent of the products of combustion, were brought respectively under review. The lecture was much applauded.

HUNGERFORD SUSPENSION BRIDGE.

Casual spectators, unacquainted with the art of building suspension-bridges, when they only observe two large masses of masonry erected about 100 yards from each bank of the Thames, with no communication either from the shore or with each other, can little imagine that the structure is so near its completion that during the present summer the public will be enabled to cross from Hungerford-market to Belvedere-road, Lambeth, for the small toll of *one farthing* each. To the curious this bridge is worth notice, as being the only one in the metropolis dedicated to foot passengers alone, and erected on the principle of suspension. The entire length of the bridge suspended on chains will be 1,342 feet 6 inches; that is, the centre span or arch, 676 feet 6 inches; those on the side, 333 feet each. The width between the chains will be 14 feet, and of the clear pathway 13 feet; the height of the flooring above high water (Trinity standard), in the centre 31 feet 6 inches, at each pier 28 feet 6 inches, and at each abutment 22 feet 6 inches; the height of each pier above the flooring 55 feet 3 inches; the number of main plates which form the chain is 2,500, about 24 feet each in length. The total weight of iron is between 700 and 800 tons, and the estimated cost, including the approaches, is 110,000*l.* It will be seen, that its centre span alone is nearly 100 feet greater than the entire of the deservedly-celebrated Menai-bridge, which is 579 feet 10 inches. It is likewise 274 feet greater than the centre span of Hammersmith-bridge, which is 402 feet 3 inches; and above three times as great as the centre arch of Southwark-bridge, at present the largest in London. Indeed, with the exception of the wire-bridge at Fribourg, in Switzerland, which is 870 feet, it will be by far the largest in existence; and will, with the Thames Tunnel, the block-machinery at Portsmouth, the Great Western Railway, &c. &c., assist to hand down to posterity the enterprising spirit and genius of a Brunel.

CHURCH-BUILDING INTELLIGENCE, &c.

St. Martin's Church, Canterbury.—Extensive repairs, amounting indeed to a complete renovation of the ancient church of St. Martin, near this city, are now going on, the old fabric having become dilapidated and insecure. The expense is to be defrayed by a subscription, the Rev. Mr. Cheshyre being the principal contributor. The church has long been an object of great interest as traditionally the first Christian temple erected in England. Its origin is assigned by some to the Roman soldiery under the first conquerors of Britain, and it is recorded by Bede that St. Augustine and his fellow-labourers resorted hither to their devotions, on their first arrival, by license of King Ethelbert at the instance of his pious Queen Bertha. It is a plain structure, built in part of Roman bricks, but from its associations an object of much interest to visitors. An ornamental stone cross about two feet long was some time since found here, bearing an inscription in the centre which it has puzzled the local antiquaries to decipher, and which still remains a mystery.

Additional churches are to be erected at Henbury, in the parish of Prestbury, Cheshire; North Brent Tor, in the parish of Lamerton, Devon; Shortley-bridge, in the parish of Lanchester, Durham; Zeals, in the parish of Mere, Wilts; Heaton Norris, in the parish of Manchester; Morpeth, Northumberland; Middleton, Sussex; Whitstable, Kent; Swanmore, parish of Droxford; Hants; Essington, parish of Bushbury, Staffordshire; Chittoe, parish of Bishop's Cannings, Wilts; Coton in the Elms, parish of Lullington, Derbyshire; and Isongreen, parish of Lenton, Nottingham.

The churches at the following places are to be rebuilt, namely, at Garforth, near Leeds; Letterston, near Haverfordwest; and Aspley Guise, near Woburn.

The churches at Wylye, near Heytesbury; Duddington, near Stamford; Boyton, near Oldham; Thame, Oxon; Semley, near Shaftesbury; Llanfihangel, Uwchgwili, near Abergwili, Carmarthen; and Dalbury, near Derby, are to be enlarged.

Her Majesty the Queen Dowager has graciously bestowed 30*l.* upon the Holme Cultram Churches, Cumberland.

RAILWAY INTELLIGENCE.

South Devon Railway.—There have been two or three preparatory meetings relative to the formation of a railroad from Tavistock to Plymouth, to unite at the latter place with that from Exeter; it will have the support of his Grace the Duke of Bedford, Sir A. Buller, and other influential persons; the former nobleman has promised a donation of 2,000*l.*, the ground for the terminus, and the road where it passes through his property: an example which it is expected will be followed by other public-spirited proprietors. It is proposed to raise the required capital of 150,000*l.* in 6,000 shares of 25*l.* each; partly by tontine investments, and partly by the issue of shares.

Opening of the Bristol and Exeter Railway.—On Wednesday (says the *Exeter Gazette*) there was a meeting of the active and intelligent committee, which was attended by a deputation from the Bristol and Exeter railway direction, consisting of some of the directors, and Mr. Badham, the secretary. It has been determined that the entertainment shall consist of an elegant *déjeuner-à-la-fourchette*, to be given to the numerous distinguished guests who have been invited, at two o'clock on the day of opening, in the spacious shed which has been lately erected at the terminus in this city, which measures 160 feet by 90, and the use of which has been kindly afforded by the directors of the Great Western Railway. It has also been determined that each subscriber of one guinea to the celebration fund shall have the privilege of purchasing a ticket for himself at the price of 10*s.*, and two for his friends, at the rate of 10*s.* each for gentlemen, and 5*s.* each for ladies; and that no ticket will be procurable under any other circumstances, with the exception of the guests who have been specially invited, and the shareholders of the line, who will receive invitations from the directors.

Lynn and Ely Railway.—This undertaking progresses favourably: the proposed line has been carefully inspected by Mr. Rastrick, the engineer, who in every respect confirms the opinion entertained by the projectors of its eligibility in regard to purchase of land and total absence of difficulties in construction. On the other hand, the details of present traffic from Lynn, and the amount of income to be derived therefrom, have been most rigidly scrutinized by men of business, *not* the originators of the scheme, extremely cautious in judgment, and determined not to be satisfied by mere conjecture; the result is a firm conviction in their minds that a high rate of interest will accrue to those who eventually become shareholders. A requisition to the High Sheriff for a county meeting, on the subject, is in course of signature—at which many influential landed proprietors have promised to attend.—*Cambridge Advertiser.*

English and Bristol Channel Railway.—This long desired project is about to be carried out. We understand the line projected will commence at Bridgwater, proceeding to Langport, thence to Ilchester, following the Yeo to its source, thence to Dorchester, after which it will follow the River Froome to Wareham, terminating on the Hamworthy side of Poole. This scheme is wholly independent of a line of railway projected from Southampton to Dorchester,—it is probable, however, that a junction between the South-Western and Channel Railways may ultimately be effected from Salisbury. We have reason to believe that a prospectus of the Channel Railway will very shortly appear.—*Sherborne Journal.*

Southampton and Dorchester Railway.—Sir I. Brunel last week visited Weymouth, being on his survey of this projected line of railroad. His opinion is unqualifiedly decisive as to the judiciousness of the undertaking, which will be proceeded with as soon as the preliminary arrangements will permit; and further, that a railroad will be forthwith laid down from Bridgwater to Weymouth; thus completing an uninterrupted transit from the Northern and Midland Counties to the Channel Islands and South of France, and also forming a connecting and direct line, so long the great desideratum between the two channels.

Birmingham and Gloucester Railway.—The directors of this company have instructed their engineer, Mr. Stephenson, to make the necessary surveys, with the view of affording a communication by railway to the district situate between Warwick, Leamington, Rugby, and Oxford, by way of Banbury.

Chester and Holyhead Railway.—On Friday week, at a special meeting of the directors, the bill now before Parliament for a railway from Chester to Holyhead, a clause in which empowers the London and Birmingham Railway to subscribe to the line to the extent of one million sterling, was unanimously approved.

Newcastle and Darlington Junction Railway.—The Durham branch of this railway is now opened to the public. There is therefore now only about four miles of coach road between Gateshead and London, and the entire line, it is expected, will be opened on the 18th June.

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